## Pedestrian Fatalities by Month till April 30, 2019

**CITY OF CHICAGO**

### Source:

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<td>3</td>
<td>6</td>
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<td>4</td>
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<td>2</td>
<td>5</td>
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<td>2</td>
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<td>4</td>
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<td>4</td>
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<td>December</td>
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<td>2</td>
<td>5</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>3.6</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL (Jan 1-Apr 30)</strong></td>
<td><strong>10</strong></td>
<td><strong>7</strong></td>
<td><strong>13</strong></td>
<td><strong>17</strong></td>
<td><strong>15</strong></td>
<td><strong>14</strong></td>
<td><strong>17</strong></td>
<td><strong>9</strong></td>
<td><strong>12.4</strong></td>
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<tr>
<td><strong>TOTAL</strong></td>
<td><strong>47</strong></td>
<td><strong>27</strong></td>
<td><strong>35</strong></td>
<td><strong>46</strong></td>
<td><strong>37</strong></td>
<td><strong>46</strong></td>
<td><strong>41</strong></td>
<td><strong>9</strong></td>
<td><strong>38.4</strong></td>
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</tbody>
</table>
City Updates
Pedestrian Improvements

- 35th-Bronzeville-IIT Green Line
- 63rd Red Line
- Central Green Line
- Clinton Blue Line
- Division Blue Line
- Grand Blue Line
- Kedzie-Homan Blue Line
- Kimball Brown Line
- North/Clybourn Red Line
- Pulaski Blue Line
Walk to Transit
35th Street/State Street
Pedestrian Improvements

55th Street (Payne Dr. to Hyde Park Blvd)

- Roadway Resurfacing
- Upgrades to Pedestrian Crossings
- Curb Separated Bike Lanes
Pedestrian Improvements

Upcoming Projects

• Halsted (79th to 75) High Crash Corridor
• North Avenue (Austin to Laramie) High Crash Corridor
• Arterial Resurfacing 2019
• Safe Routes to School
• Chicago Avenue (Latrobe to Kedzie) Design
• Vision Zero Pedestrian Improvements
• Aldermanic Meetings
• Fatal Crash Notifications
Chicago’s Micromobility Legislation: Low Speed Electric Bikes & Low Speed Electric Mobility Devices (E-Scooters)
PASSED BY CITY COUNCIL ON APRIL 10

Purpose
• Generally adopts the State code definitions for three standard classes of e-bikes into the MCC.
• Establishes a definition for low-speed electric mobility devices (LEMD) that includes a variety of devices (e.g., electric scooters) currently in private use, and new devices that will be piloted this summer.
• Provides clarity that e-bikes and LEMDs are legal transportation options within the Chicago Municipal Code.
• Clarifies where they can and can’t operate based on size and speed.
THIS ORDINANCE DOES NOT:

• Impact the operation/regulations of motorized wheelchairs or other personal assistive devices.
• Impact where or how a traditional bicycle can be ridden.
• Enact a speed limit within bike lanes for bikes, e-bikes or LEMDs.
• Allow companies to rent dockless scooters to the public.
# Chicago’s Micromobility Regulations

<table>
<thead>
<tr>
<th>Defined Name in MCC</th>
<th>Spec</th>
<th>Ride in a bike lane?</th>
<th>Pass on the Right?</th>
<th>Need a Drivers License</th>
<th>Registered Vehicle</th>
<th>Park on Sidewalk/Bike racks</th>
<th>Minimum age to ride</th>
<th>Children under 12 ride on sidewalks</th>
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</thead>
<tbody>
<tr>
<td>Bike</td>
<td>Bicycle</td>
<td>100% human powered</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Electric scooter or electric skateboard</td>
<td>Low-Speed Electric Mobility Device</td>
<td>&lt;=26&quot; wide No more than 15 mph</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>none</td>
<td>✓</td>
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<tr>
<td>Class 1 eBike</td>
<td>Low-Speed Electric Bicycle</td>
<td>Pedal-assist up to 20 mph</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
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<td>Low-Speed Electric Bicycle</td>
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<td>✓</td>
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<td>Class 3 eBike</td>
<td>Low-Speed Electric Bicycle</td>
<td>Pedal-assist up to 28 mph</td>
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<td>✗</td>
<td>✓</td>
<td>✓</td>
<td>16</td>
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<tr>
<td>Moped / Vespa</td>
<td>Motor-Driven Cycle</td>
<td>May have speed limitation</td>
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<td>✗</td>
<td>✓</td>
<td>✓</td>
<td>16</td>
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<tr>
<td>Motorcycle</td>
<td>Motorcycle</td>
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<td></td>
<td>✗</td>
<td>✓</td>
<td>✓</td>
<td>16</td>
<td>n/a</td>
</tr>
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</table>
**2019 Scooter Pilot**

*Increasing transportation access for all Chicagoans* is a fundamental goal of the City.

In March, the New Transportation and Mobility Task Force recommended a modest 2019 Scooter Pilot in a defined area. The Chicago pilot was designed to address:

- Safety issues
- Impact on the blind/visually impaired and other people with disabilities
- Operator performance in managing sidewalk clutter and access to buildings
- Best locations for these services
- Effects on the Divvy system, transit and community choices.
Overview

- 4-month shared scooter pilot, with 2,500 total scooters, beginning June 15 on the West Side of Chicago
- Designed to test the impact of scooters on transportation access and quality of life in a variety of community types
Geography
Geography

**Why the West Side?**
- Variety of community types
- Areas without convenient transit service
- Different residential & commercial densities
- Diverse communities
- The far South Side will experience the first wave of Divvy expansion over the summer

**There will be 2 priority areas within the pilot area-**

- Vendors must rebalance 25% of scooters into each priority area every day.

**Scooters will require geofencing technology to slow down and eventually stop upon leaving the operating zone.**
Equity Considerations

**Equitable Access**

🌟 Vendors will be required to offer services for the unbanked and people without smartphones

**Accessibility Plan**

🌟 Vendors must submit a plan to encourage accessibility and promote participation of the disability community in the Scooter Pilot

**Local Commitment**

🌟 Vendors are encouraged to include a local hiring plan and work with local businesses.
General Terms

Fleet Size
- 2,500 total scooters, with the potential for minimal performance-based expansion

Operating Hours
- Operating window of 5am – 10pm, with scooters removed from the public way every night

Operations
- 15 mph limit
- Scooter can use bike lanes and cannot operate on sidewalks

Age Restrictions
- Limited to 18 and older, 16 and older with a guardian’s consent
Parking Requirements

- Scooters must be parked:
  - Upright
  - Away from street corners, bus stops, and buildings
  - Against bike racks, poles, or other areas typically used for bike parking
  - Without obstructing pedestrian space (minimum 6 feet clearance)

- Scooters parked improperly must be corrected by vendors within 2 hours
Parking

**Education**

🌟 Vendors will conduct an extensive education campaign to ensure that users follow proper parking procedures
  ✳ In-app education for first-time users
🌟 CDOT will provide flyers to inform the public of proper parking procedures and how to make complaints to 311

**Post-Ride Pictures**

🌟 Users will be required to take post-ride pictures to ensure the scooters are parked properly
Equipment

**Scooter Specifications**
- Scooters must be equipped with:
  - Warning bell
  - Front white light
  - Rear red light
  - Hand and foot brakes

**Other Requirements**
- Scooters must include contact information, including a 24/7 phone number
THANK YOU

Questions?
MPAC Updates and Next Steps
## Membership Update

<table>
<thead>
<tr>
<th>Sectors</th>
<th>Current Members</th>
<th>New Potential Members</th>
<th>Geography</th>
</tr>
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<tbody>
<tr>
<td>Planning &amp; Design</td>
<td>Randy Neufeld / Complete Streets Coalition</td>
<td>Northwest Side Housing Center</td>
<td>City-wide</td>
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<tr>
<td></td>
<td>John O'Neal / CMAP</td>
<td>Howard Area Community Center</td>
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<td>Audrey Wennink / MPC</td>
<td>El Valor</td>
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<td>Community-based org</td>
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<td>Coalition for Better Chinese American Community</td>
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<td>Rebekah Scheinfeld / CDOT</td>
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<td>Luann Hamilton / CDOT</td>
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<td>Michael Bartello / Chicago Department of Streets &amp; Sanitation</td>
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<td>Todd Wyatt / DFO</td>
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<td>Greg Piland / FHWA</td>
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<td>Laurene Dittman / Mayor's Office for People with Disabilities</td>
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<td>Margarita Reina / CDPH</td>
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<td>Jennifer Hard / CDPH</td>
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<td>Adam Becker / CLOCC</td>
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<td>Dr. Karen Sheehan / Lurie Children's Hospital</td>
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Terms of Reference Update

- Elimination of “pedestrian plan” language, broadened to be non-specific
- Using “mobily, health, safety and access” throughout as the four “pillars”
- Two committees or one council?
- Membership by sector
  - Addition of geography representations
  - Addition of research
  - Addition of policy
  - Addition of youth
- Membership Terms - for discussion
- Meeting procedures
Site Visits Overview: El Paseo
Site Visits Overview: El Paseo
Site Visits Overview: Big Marsh

Big Marsh Park...

- opened in 2016, a 297-acre Chicago Park District “Natural Area” containing a 40-acre bike park.

- is located at 11559 S Stony Island in the Calumet Corridor. Big Marsh represents a new vision of the Southeast Side as a place for eco-recreation.

- will contain the Ford Calumet Environmental Center, a nature center including a “bike concession” rental and youth program. Center is under construction and scheduled to be complete by end of 2019.

- is open every day from dawn-dusk, with community events every Saturday from 2-6pm between 6/15-9/14!
Please join us for the next
Mayor’s Pedestrian Advisory Council Meeting

Thursday August 8, 2019